



[EXTERNAL] Re: CIRNAC comments for 26YN043

From Natasha Leclerc <ndhlnl2@mun.ca>

Date Wed 2026-08-19 3:23 PM

To Francis Emingak <femingak@nirb.ca>

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Hi Francis,

Thank you for your email. I'm happy to clarify the fuel usage and spill risk prevention measures. Fuel amounts have been provided by our local field guide in Qikiqtarjuaq and procedures clarified by the Qikiqtarjuaq Research Centre (QRC). Further details are listed below.

- No caches will be used. Instead, jerry cans are filled weekly by QRC staff and stored on site in containers with spill kits. Fuel is transferred to vehicules via jerry cans and funnels before day trips and handled by outfitters or research team members (research team can only fill snowmobile tanks).
- For snowmobile trips (ice season): Maximum amount of fuel brought on day trips is 1 full 25L jerry can in addition to a full tank (36 L) per snowmobile (maximum of 3 snowmobile) = 183 L
- For boat trips (ice-free season): Maximum amount of fuel brought on day trips is 5 full 25L jerry cans in addition to a full tank of fuel (150 L) = 275 L
- Jerry cans brought on day trips are usually used as a safety measure in case additional fuel is required on trips.
- Spill-risk avoidance and emergency protocol: Spill kits are available at the QRC. In the case of a spill, the research team will report it immediately to QRC staff via satellite phone (if in the field) to start spill absorption procedures. Further reporting if required will be mediated through the QRC.

Please let me know if there's anything else I can clarify.

Regards,
Natasha Leclerc

On Tue, Aug 18, 2026 at 5:54 PM Francis Emingak <femingak@nirb.ca> wrote:

Good day Natasha,

I am the Screening Officer looking after your Project with the NIRB and wanted to get some clarifications on fuel handling, storage and spill control.

If you can read and answer the bullet points from CIRNAC in this email, we can move forward with the Draft Screening Decision Report.

The application identifies a maximum annual gasoline use of 1,920 liters for one 10-15 meter vessel and four snowmobiles, with fuel supplied through local operators or the Qikiqtarjuaq Research Centre. Although no fuel cache is proposed, the application does not clarify whether spare fuel would be transported or temporarily staged during field activities, the maximum quantity that may be present at one time, or the spill-prevention and response measures applicable during fuel transfer and refueling. Responsibilities among the parties involved are also unclear. Fuel releases during transportation, transfer, or use could affect shorelines, sea ice, and associated waters. CIRNAC recommends that the Proponent consider:

- Clarifying whether spare fuel would be transported or staged, including at shoreline or terrestrial locations, and the maximum quantity at one time;
- Describing where refueling and fuel transfer would occur and the applicable spill prevention measures; and
- Confirming spill-response materials and responsibilities for reporting, cleanup, and response.

If you have any questions or concerns please do not hesitate to ask.

Best regards,

Francis Emingak
Screening Officer
Nunavut Impact Review Board
1-866-233-3033 EXT 570

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Natasha Leclerc, PhD

she/her

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Personal land acknowledgement:

"I am grateful to be able to live and work on the lands of multiple Canadian Indigenous Peoples, including those of the Huron-Wendat, Wabanacki, Atikamekw, Wolastoqey, Mi'kmaq, Innu, Beothuk, Inuit, and Tsleil-Waututh. I am committed to continue learning about Indigenous histories and speaking out about the ongoing issues that First Nations, Métis, and Inuit peoples face today as a result of colonization."

Natasha Leclerc, PhD

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